

**To: Elizabeth Maxwell and Abby Wilgreen, City of Crystal lake**

From: Nora Beck, Ricardo Lopez; CMAP

Re: Outcomes of the Public Open House, September 18, 2017

Date: September 27, 2017

The Public Open House of the Crystal Lake Transportation Planning Process was held on Monday, September 18 from 5 to 7 p.m. in Crystal Lake's City Hall. There were 26 people in attendance, including several members of the steering committee. In addition, CMAP staff received one email with comments as a follow up from the meeting. The following is a brief summary of the meeting format and the comments received on the draft transportation plan.

### Format

The public open house was designed to showcase the content of the draft transportation plan and provide an opportunity for members of the public to offer comments. Posters displayed around the room provided background on the process and key findings of the existing conditions analysis, presented the vision statement and policy goals of the plan, highlighted each of the three improvement maps – pedestrian & transit, bicycle network, and vehicular network, described the design standard and land use recommendations, as well as the implementation process. Copies of the draft plan and existing conditions report were available. Participants were asked to view the posters, ask questions, and submit comments on the overall plan as well as priorities for each of the three improvement maps.

### Results

Results from the meeting are categorized into three main areas – vision statement and plan goals, overall comments, and comments received about specific locations.

#### Vision Statement and Plan Goals

Participants expressed general support for the vision statement and plan goals. Using different colored dots, participants overall expressed agreement with the vision statement expressed in the plan as well as the plan goals. The full results are in **Table 1**. The goal that garnered the most support was to “enhance the sidewalk network,” followed by “expand the bicycle network” and “make public transportation an interconnected part of the transportation network.” Only one goal received a negative reaction among two participants, “broaden bicycle facility standards to accommodate a range of users.” In discussions with participants who disagreed with this goal, there seemed to be confusion on that the language was intended to relax the standards versus its intended focus of providing more design options.

#### Overall Comments

Participants expressed general support for the plan content and urged action on implementing the recommendations. **Table 2** provides the full list of overall comments broken down into five categories – general, pedestrian and transit, bicycles, vehicles, and technical. Many commenters called for continued improvements for pedestrians, bicyclists, and transit riders. Some stated that they appreciated the overall goals of making the community more bicycle-friendly and improving stormwater management strategies. Others reaffirmed the need for more sidewalks in locations where they are currently lacking, additional bicycle facilities that are designed to handle conditions of particular roadways, and building connections to key community destinations, like the Crystal Lake Public Library.

**Table 1. Participant support of plan goals**

Plan Goals	Agree	Disagree
<b>Transportation Network</b>		
Improve traffic flow along major thoroughfares.	10	-
Enhance sidewalk network.	14	-
Expand bicycle network.	12	-
Make public transportation an interconnected part of the transportation network.	12	-
<b>Planning and Design Standards and Practices</b>		
Enhance the ecological function of streets	8	-
Broaden bicycle facility standards to accommodate a range of users.	9	2
Strengthen pedestrian facility standards to improve walkability.	11	-
Update development standards to create pedestrian-friendly buildings in key areas.	10	-
Expand opportunities for mixed use and transit-supportive land uses to increase travel efficiency.	9	-
Establish standards for transportation improvements based on land use pattern.	9	-
<b>Education, Encouragement, and Enforcement</b>		
Promote transportation safety.	9	-
Promote alternative transportation.	10	-
<b>Implementation</b>		
Integrate improvements for all travel modes into the design process.	9	-
Include network improvements into capital planning.	8	-
Coordinate with partner agencies.	9	-
Track progress.	7	-

**Comments about specific locations**

Participants were asked to identify priority improvements from the three improvement maps that they see as critical, as well as any other feedback related to the physical transportation network. **Tables 3-5** identify each comment and response. Recommended changes to the plan are highlighted in bold.

**Table 2. Overall comments provided on plan content**

General	
1	Appreciate the overall goals of the more bike friendly options and stormwater management.
2	Bigger thinking is needed instead of small tweaks. For example, how are more and more people going to get thru crystal lake, east-west and north-south.
3	CMAP doing a good job. Nice detail on plan, good attention to detail.
4	You did a wonderful job with the plan, let's implement it.
5	Looks good overall, but time to put more dollars into pedestrians, trains, and bike improvements.
6	I agree with almost all of the statements and goals in the plan
7	I am very supportive of the statements [on page 84], especially the complete streets policy and the transportation focused steering committee.
Pedestrian and Transit	
8	Make sure enough pedestrians have sidewalks and more bus shelters while waiting for the bus when it rains or is windy.
9	Add sidewalks and having traffic lights with walk signs more accessible so people can cross safely.
10	My huge issue is that we need more, safer sidewalks for pedestrians and more bike paths and lanes for bicyclists for their safety too.
11	[Need this work because] there are no sidewalks or they are too close to the street, and it's unsafe to walk on the streets, because they widen the streets and there's nowhere to walk.
12	Facilities to have more accessible entries for people with disabilities.
13	More pace bus routes for people with disabilities.
14	Agree on more access for paths and sidewalks.
15	Bottom line is to provide easy access to by seniors to retail areas as well as young families.
Bicycles	
16	[Need this work because] Getting more bike lanes so people don't have to in a rush or watching out when people are walking by.
17	[Need this work because] bicycles needs their own lane, and it would be safer to widen bicycle paths for their safety.
18	It would help if there could be encouragement for businesses to add bike racks to their destinations. I would like to ride my bike to stores but there is no place to lock up my bike when I get there.
19	Concerned that the bike options are not safe enough with either dedicated bike lanes or separate mixed-use paths. Our main street speed limits are not observed by drivers.
20	Make sure this will be tested and ready before implementing it, so the general public and residents will say thumbs up or thumbs down.
21	Be careful with the use of trails in the City. Those are only suitable in a few areas. Generally on-road facilities are preferred and safer on roads with driveways and section of less than 0.5 miles between roads. Bicycle routes through neighborhoods are great and inexpensive.
22	Do not put any bicycle lanes or facilities within the door zone of parked cars. Note that a VW beetle has 5 ft doors which means in order to be safe, a bicycle has to ride at least 6.5 ft from a parked car. Figure 4.5 shows a bike lane in a door zone.

Vehicles	
23	They need to widen the roads to let the traffic flow easier.
24	I agree with connecting and realigning all roads with the map inside on the last page in the book of crystal lake appendix: Existing conditions.
25	Replace at least 1/2 of the stop signs in the city with yield signs
26	Get IDOT to raise the speed limit on US 14 north of crystal lake to at least where it was before the road was widened and divided.
Technical	
27	The easternmost point on Dartmoor Dr. should not be connected with the westernmost point of Jennings. Dr. on two maps in the Existing Conditions report: The number of lanes and lane width map and the IDOT functional classification map.
28	Please include the Crystal Lake Public Library as one of the destinations that people need to access safely, page 22
29	In the community outreach, how was the online survey distributed to residents?

**Table 3. Pedestrian and Transit Improvement Comments and Response**

Improvement Number	Comment	Current priority in plan	Response (Proposed change to Plan in Bold)
P1	Move this project up in priority from the current designation (long term, 10-15 years). Need to improve intersection of US 14 and Tartan Drive / Lucas Road	Long term	Later phase as the improvement is envisioned to correspond with potential development in the northwest sub area
	Make clear how to get on trail to Woodstock		
P3	At 176 and Main Street, traffic flow travels Gate Street, few cars make left turn onto 176. traffic signal not needed, but pedestrian and bicycle improvements are.	Short term	Project is already underway and will provide redundancy in the street network.
P4	high priority	Short term	Improvement is part of the Prairie Trail reroute project which is programmed and anticipating completion in 2017.
P7	high priority	Long term	This is a larger scale project and will take longer to fully implement
P10	Agree	Long term	This is a larger scale project and will take longer to fully implement
P11	Agree	Mid term	Also identified in B6. This project will require coordination with park district. City staff identified this project for mid-term implementation instead of long term.
P13	This will improve traffic flow for the entire area, especially Main Street and Route 14 intersection.	Long term	This is a larger scale project, requires coordination with the railroad, and will take longer to fully implement
	Connect Congress to Main from Teckler Blvd		
P16	Agree	Mid term	This is a larger scale project and will take longer to fully implement
P19	Great improvement. Will this address the intersection at Huntley Road / Waterford Cut site distance visibility issue. Vegetation being cut back will improve this.	Short term	Location description points out the need for a high visibility crossing.
	Can be a blind spot		
P20	Make bridge path connection for P20.	Short term	Bridge construction is costly; if deployed, use at locations with more potential for pedestrian and bicycle traffic.

P21	Agree	Long term	This is a larger scale project, requires coordination with P22, and will take longer to fully implement
P22	This would be an excellent connection along the northside of Rakow Road.	Long term	Physical conditions for potential shared path are known to be located on southside.
P23	high priority	Long term	This is a larger scale project, envisioned to be coordinated with other improvements (P22 and 24).
North Shore Drive	Pedestrians and bike paths along North Shore Drive		Limited right of way constrains pedestrian improvements. Route is identified as a part of the bicycle network in Figure 3.2. Low traffic volumes and speeds suggest that signed routes and shared lanes may be the best designs. Given conditions, other improvements are likely a higher priority.
Jewel Driveway and Main Street	Put pedestrian buttons to trigger the light at intersection of Main Street and Walkup South Street. (entrance at Jewel). Right now, pedestrians and cyclists cross at their own risk/vulnerability.		Site constraints for improvements are substantial, with grade changes and railroad, which make it hard to meet ADA requirements. Improvements at Teckler and Congress, identified in P13 and B12, will provide alternate route.
	Need for a signaled pedestrian crossing at main street between jewel and Ace hardware. I regularly see people crossing there.		
	I feel that we are seriously missing a signalized pedestrian /bicycling crossing at Main Street between Jewel and Ace Hardware. I regularly see people crossing there dangerously because they cannot trigger the light.		
Oak Street	Fix Oak Street		This is a largely unincorporated portion of the community under township jurisdiction.
	Oak Street north of Rt. 176 desperately needs sidewalks. Children walk on the side of the road to Bernotas Middle School and it is very dangerous.		
NEW	Sidewalks on Crystal Lake Ave should be widened to accommodate pedestrians and cyclists		Crystal Lake Avenue has on-street bicycle lanes further west and data indicates bicycles continue traveling east; marked shared lanes or continued bicycle lanes are likely a better bet. However, not identified as a recommended route due to railroad tracks.
Other	New developments should always be connected with walking / biking paths. Should be in the development ordinance.		Sidewalks are required in the UDO.
Other	Increase METRA service on the weekends. Trains are always full, reduced weekend schedule makes no sense since demand is there.		This strategy is identified in Chapter 5, "Partner with transit service agencies to expand outreach and improve service," page 79.

**Table 4. Bicycle network improvement comments and response**

Improvement Number	Comment	Current priority in plan	Response (Proposed change to Plan in Bold)
B1	This would be HUGE! The option to access to rMCC would give many more students the option to get to the MCC from the Crystal Lake area.	long term	Later phase envisioned to correspond with potential development in the northwest sub area
	Agree		
	Building a bikeway to Lippold Park and MCC.		
B2	Move this project up in priority from the current designation (long term, 10-15 years). Need to improve intersection of US 14 and Tartan Drive / Lucas Road	long term	Later phase envisioned to correspond with potential development in the northwest sub area
B3	high priority	short term	Improvement is part of the Prairie Trail reroute project which is programmed and anticipating completion in 2017.
B6	high priority	Mid term	Also identified in P11. This project will require coordination with park district. City staff identified this project for mid-term implementation instead of long term.
B9	Agree	long term	This project requires coordination with IDOT.
B12	high priority	long term	This is a larger scale project, requires coordination with the railroad, and will take longer to fully implement
B13	Agree	mid term	This project will require coordination with multiple landowners and will take longer to fully implement.
	high priority		
B16	These three will greatly improve the bike connection in the southwest area of Crystal Lake. This will create much better bike flow up to the Crystal lake/ West Beach/Main Beach.	mid term	This project will require coordination with multiple landowners and will take longer to fully implement.
B17	high priority	short term	Identified as a short-term priority.
	These three will greatly improve the bike connection in the southwest area of Crystal Lake. This will create much better bike flow up to the Crystal lake/ West Beach/Main Beach.		
B18	These three will greatly improve the bike connection in the southwest area of Crystal Lake. This will create much better bike flow up to the Crystal lake/ West Beach/Main Beach.	short term	Identified as a short-term priority.
	Agree		

B20	Would be a danger for pedestrians since Rakow Road is like a freeway.	long term	This improvement is envisioned as a completely separated path, similar to how the Prairie Path is designed.
B22	Agree	mid term	This project will require coordination with multiple landowners and will take longer to fully implement.
	high priority		
	Any action on 3-Oaks Road, item B22 would need to tie-into the existing Cary Trail and required coordination with Algonquin Township and Cary.		
B24	Virginia has a very usable shoulder as is. If any improvements are done, it could be simply done with striping.	Short term	The exact facility design will be evaluated during the design phase.
P16	bikeway and sidewalk along Route 14	mid term	Pedestrian access was identified as a higher priority here due to nearby parallel bicycle routes in Three Oaks Recreation area and proposed for Congress Parkway (B13).
P16, B13	Between Pingree Road to Main Street. This will allow people on bike path to cross over to retail areas. Helpful for families with small kids to that area.	mid term	Connections have been identified along Northwest Highway (P16) and Congress parkway (B13).
Esther and Prairie Path	better connection at Esther and bike trail		This requires direct coordination with the MCCD.
	Put a mirror at intersection of Esther and Prairie Path. I have come close more than once to a collision. This is MCCD jurisdiction but maybe CL can provide influence.		
Oak Street	Sidewalks and bike path from Hillside to Dole on Oak Street.		This is a largely unincorporated portion of the community under township jurisdiction.
Walmart/New Haven Drive	Add a connection from Cary via New Haven Drive to Walmart and IL 31 trail and expansion for IL 31 Trail to 3 Oaks or add signage at Lutter Drive however the intersection at Lutter and 3 oaks is very tricky.		This area is outside of the City's jurisdiction.
	It would be very beneficial to have a connection from Walmart to New Haven Drive in Cary. A cow-path has already been created demonstrating the need.		
North Shore Drive	Pedestrians and bike paths along North Shore Drive		Limited right of way constrains pedestrian improvements. Route is identified as a part of the bicycle network in Figure 3.2. Low traffic volumes and speeds suggest that signed routes and shared lanes may be the best designs. Given conditions, other improvements are likely a higher priority.



Oak Street - Ridgefield Trace Entrance	Connection off of N. Oak street to connect to bike path to MCC. Currently there is a sign showing a path continuation to the west (there is none) and a railroad sign stating this is not a bike path. Need to increase connectivity between Crystal Lake and MCC.		The connection between the trail and Oak Street is about to be reconstructed and is on the IDOT letting this September.
McHenry Ave	Please consider painting / access paths for bicycles on McHenry Ave. The plan discusses access by CL South High school. People need to move safely from the north part of the community to the south and vice versa. People from the south need safe access to the library.		Constraints in the right of way make on-street bicycle paths difficult in this location. The City has an existing, parallel route to the west of McHenry Ave and the plan proposes an additional parallel route to the east (B14) in order to provide for north-south bicycle routes.
Crystal Lake Ave	Please consider additional marking on Crystal Lake Ave from Pingree Road through McHenry Ave to provide safe access for people coming from the east to the library.		Crystal Lake Avenue has on-street bicycle lanes further west and data indicates bicycles start or continue traveling on east; marked shared lanes or continued bicycle lanes are likely a better bet. However, not identified as a recommended route due to railroad tracks.
Other	Do not put any bicycle lanes or facilities within the door zone of parked cars. Note that a VW beetle has 5 ft doors which means in order to be safe, a bicycle has to ride at least 6.5 ft from a parked car. Figure 4.5 shows a bike lane in a door zone.		Plan states that at a minimum, bike lanes should be 5-feet wide. Where possible, and especially adjacent to parked cars, 6-foot wide lanes are preferred as they allow cyclists to ride further away from cars and avoid the door zone of parked cars (page 50).
Other	All bicycle parking to have frame support. Best are inverted Us. Systems which hold the bicycle by the wheels are extremely prone to damaging the bicycle.		Plan cites reference materials that also recommend bicycle parking with frame support. Plan also highlights the inverted U design in Figure 4.21.
Other	Bike racks at strip malls		This is recommended in Chapter 5, Promote pedestrian, bicycle, and transit-friendly destinations. Specifically that the City could work with businesses and the park District to identify key locations for bicycle parking to help residents and visitors access destinations, page 78.
Other	The Prairie Trail as well as the Ridgefield Trace through Crystal Lake should be open 24 hrs for transportation and not only sunrise to sunset as currently posted.		Operational strategies for MCCD and McHenry County facilities are under their jurisdiction.

**Table 5. Vehicle network improvement comments and response**

Improvement Number	Comment	Current priority in plan	Response (Proposed change to Plan in Bold)
V1	Major safety improvement. Will reduce wait time to turn and cross	Short term	Identified as a short-term priority.
	Not only realign 176 and Haligus Road/ Mt. Thabor Road. Also add traffic signal for more safety. Also connect the Bryn Maur subdivision to Mt. Thabor Road		
V2	Very important! 55 mph speed limit on IL-176 and no current turn lane. Major traffic flow improvement, especially on weekends.	Mid term	This project will require coordination with McDOT; retain in current priority level.
	high priority		
V3	Put in traffic signal at 176 and Main for traffic and pedestrians with left turn lanes on all	Short term	Identified as a short-term priority.
	At 176 and main street, traffic flow travels gate street, few cars make left turn onto 176. traffic signal not needed, but pedestrian and bicycle improvements are.		
	high priority		
V6	high priority	Mid term	Plan recommends studying the intersections of Walkup Road and Crystal Lake as well as Main Street and Crystal Lake in conjunction to determine best course of action.
	Add traffic signal to Crystal Lake Ave and Walkup Rd/Grant street for more safety.		
	There is talk about improvement to the intersection Walk-up, CL-Ave., Grant. Would this lend itself to a roundabout? Just an idea: This would keep traffic flowing when CL Central HS lets out.		
V8	Great connection. Will reduce stress on southbound Main Street traffic, but Rt. 14 and Teckler Blvd. needs to be addressed if this connection is to be made.	Long term	This is a larger scale project, requires coordination with the railroad, and will take longer to fully implement.
B11	Connect Teckler and Walkup		Focus of plan is to provide a pedestrian and bicycle connection from Teckler to Walkup at this time.
Central Park Road	Please include Central Park Road at Lutter Dr. as an intersection for future study. Hard to exit Walmart lot safely.		This intersection was recently evaluated during recent development in the area. No additional improvements are planned.

Three Oaks and IL 31	Rt. 31 at Three Oaks Road has long backups at rush hours.		Plan envisions a shared use path, between Three Oaks Recreation Area and Cary via Three Oaks Road. With addition of path, improvements to the intersection will need to occur given current lack of crosswalks. In addition, this intersection will be evaluated with the traffic study for hospital. City has been in communication with IDOT on this intersection.
	With Mercy Health System's recent proposal for a new micro-hospital and medical office building at the southeast corner of IL Route 31 and Three Oaks Road in Crystal Lake, the Village of Cary recommends that this intersection be included in your Transportation Plan for future improvement. Located just a half mile west of Cary's corporate boundary, the new micro-hospital is proposed along two major thoroughfares in the most densely population part of McHenry County, with three Oaks Road providing direct and convenient access from Cary and other communities along US Route 14 to the east. The Village of Cary is highly supportive of the proposed project and the benefits it would have for the entire region, but fees that improvements to the Three Oaks Road/Illinois Route 31 intersection need to be included as an important part of your future transportation planning.		
Other	All parking surfaces, residential or commercial should have permeable surfaces and or bio swales.		Plan states on page 69: "A recent report, City of Crystal Lake Comprehensive Plan and Ordinance Assessment, identifies a number of strategies for reducing the quantity of parking and improving the design to meet water quality objectives."